

AMERICAN CARS BEST

Foreigners Can Teach Us Little About Auto Racing.

PRESTIGE IS NOW SECURE

Emise Says That This Country Has Nothing to Gain by Sending Team to France.

C. A. Emise, of the Lozier Motor Company, is not in favor of sending American racing automobile drivers to France to compete in the French Grand Prix. He thinks the American maker has nothing to gain in prestige or knowledge in this race, he said.

The year 1910 witnessed a great revival of public interest in automobile speed and endurance contests. A half dozen years ago automobile enthusiasts were aroused to fever heat over the marvellous contests of speed in the great struggles for the Vanderbilt trophy down on the Long Island roads. Manufacturers began preparations for this event months in advance. The race was talked about and discussed all over the world, and careful plans were laid in the big factories of the world in an attempt to win the Vanderbilt trophy, and, incidentally, increase the sale of cars—a result certain to follow victory.

"A car won, and it became in a day famous throughout the world. The defeated contestants went home to build and plan anew. Thousands upon thousands of dollars were spent on these racing 'freaks' until the manufacturers grew tired of the enormous expense, and in self-defence the big European builders, who had been playing this game the hardest, agreed that the results did not justify the enormous expenses, and racing was stopped.

"The American manufacturer had been too busy building cars to take care of the apparently insatiable demand to go into the racing game against his big foreign rivals.

"A few times one or two American manufacturers had in the fall paused long enough in their work to tune up one or two cars, and after a few hurried experiments with a view to making them faster had entered them in the big annual contest. A few times the manufacturer had even been victorious, but he had not hoped to win, and, as a rule, he had not a sorry showing.

"With the agreement of foreign manufacturers to withdraw from racing came the opportunity of the American builder. He conceived the idea of racing with his stock car. Here was a form of contest that was inexpensive. He had learned through the hard service to which his customers had been subjected their cars in touring over the rough country roads of America how to build a car which would stand up and endure, and with bigger motors and more power he had learned how also to build for speed.

"In 1907 the Vanderbilt Cup race had almost become a memory, and automobile racing had become in America as in Europe, apparently a thing of the past. A number of manufacturers and dealers conceived the idea of, and entered an agreement to conduct, a road race between stock cars or cars they were building or selling to their customers. This involved little expense, for the cars required no special preparation, it being only necessary to strip them down to racing condition and start them away. The Briarcliff race held in New York City in April, 1908, was the result, and it furnished one of the most interesting and most stirring road races that had ever been seen in America.

"A foreign stock car won, but the showing made by the American cars gave demonstration of the fact that the American builder was learning how to build a car that would at least make a showing much more creditable than had ever been witnessed in former racing events.

"Even before this, the idea of a contest between stock cars had been put into execution in the season before, an American built Lozier had won a twenty-four-hour race, defeating the Mercedes and Darracq, both of these makes of cars having been winners or important factors in the big Vanderbilt Cup race, and later in the season, at Brighton Beach, N. Y., an American Thomas and a Lozier had finished first and second in twenty-four-hour events, again defeating the Darracq, as well as a De Dietrich, Pilsa and a De la Haye—all of them cars prominent in the great racing events of the world. At Morris Park, in the same year, the Renault and Fiat each won a twenty-four-hour event, but the American cars had run them a hard race and had left the Hotchkiss and De Dietrich in the rear.

"These events marked the beginning of the supremacy of the American stock car in racing contests limited to the class of cars built and offered for sale, for in 1908 two American Lozier cars finished first and second, defeating a foreign built Renault and Fiat, and thirty days later an American Simplex repeated the performance by winning the second twenty-four-hour race, an American Lozier finishing second, and both cars defeating, in addition to the Fiat and Renault, an imported Zast. In fact, in all of the twenty-four-hour races of 1908, 1909 and 1910 American cars were with one or two exceptions universally victorious.

"Since 1907 the American stock car has won the majority of the great road contests held in America. In the Savannah races, held in 1908 and 1910, the big, high-powered foreign racing machines were beaten, but in the 1910 running of the Grand Prix the showing made by the American stock cars was such as to encourage followers of the sport to believe that the American stock cars will in the future be able to hold their own in long distance events with the fastest special cars which the European factories are able to produce; in fact, in the Savannah Grand Prix of 1910, while the first and second cars to finish were imported Benz racers, driven by Brown and Hemery, the only other cars to finish were the Marquette-Bulk, two Loziers and a Marmon, all American cars.

"Recently news has come from abroad that the Grand Prix contest of the old days is to be revived. Manufacturers have found that they have been losing the valuable lessons which racing has taught—lessons which the American manufacturer engaged in racing the last three years has been learning and taking to heart. A few years ago an American manufacturer would have considered the winning of a Grand Prix race the greatest honor which he could possibly achieve in the racing world, but the victories of American cars the last two years have been so marked that it is doubtful if any attempt will be made by an American company to send a team abroad to contest for the French Grand Prix."

MANY SCHOOLBOYS ENTERED

Three Hundred to Compete in Eastern District Meet.

The second annual meet of the Eastern District High School will be held in the armory of the 6th Regiment, Marcy avenue and Heyward street, Brooklyn, on Saturday afternoon, February 12. Fifteen events are on the programme, of which eleven are closed to the members of the school. No prizes will be awarded in the closed events, but many are offered to the winners of the open races. More than three hundred boys have entered the meet.

Chief interest centres about the invitation relay race, which is open to public and private high schools. The race is one and seven-eighths miles, four men to a team. The first man is given 25 yards, the second 40, the third 50 and the fourth one mile. Entries from all the high schools have been received, and the race will be one of the features of the day.

TWO DRIVERS AND CARS OF AUTOMOBILE RACING FAME.



RALPH DE PALMA.
In his 30-horsepower Simplex racing car.

AITKEN TO QUIT RACING

Famous Driver Has Become an Automobile Salesman.

"John D. Aitken, Automobile Salesman." That is the way the title of the famous National motor car racing pilot reads now. Business has lured the daring driver away from the wheel of the big blue machine.

Aitken is now associated with Bruce M. Wylie, who has charge of the National branch in Indianapolis. Although Johnny is entered in the five-hundred-mile \$2,000 sweepstakes race on the Indianapolis Motor Speedway on May 20, he is about done with the speed game, and did not accompany the National squad on their trip on the Pacific Coast during the last few weeks.

BROOKLYN AUTO SHOW AUTO NEWS OF THE DAY

Ninety Different Exhibits on Floor of Big Armory.

All signs indicate that the Brooklyn automobile show, which is to be held in the 2d Regiment Armory from February 18 to 25, under the auspices of the Brooklyn Motor Vehicle Dealers' Association, will be a success. To date there are ninety different exhibits. Of this number fifty-two are exhibits of pleasure or passenger-carrying vehicles, five of commercial wagons and the rest are accessory exhibits. This will be the first automobile show ever held in Brooklyn.

The biggest and finest cars will be displayed with the machines of medium power, weight and price, as well as the lowest priced vehicles. In price the cars will range from \$450 up to the highest on the market.

The armory is being decorated for the show in a striking manner, which will be in keeping with the character of the event. The color scheme is white and salmon pink, augmented with dashes of green. The big girders of the building have been covered with a canopy which droops gracefully down the sides of the hall. The decorative scheme requires the use of twelve thousand electric lights. From the dome will hang twenty-four big chandeliers and electrolights.

On the main floor, where the latest creations in cars are to be shown, are to be four sections of pillars of Colonial design, which will extend from the front to the rear of the interior. These pillars will divide the car exhibits and mark the spaces of the exhibitors. Surrounding the pillars will be globes, filled with artificial flowers, which will be illuminated. The floor of the car exhibits will be covered with a green carpet, and the bare walls of the building will be hidden with burlap of the same color.

On Friday the dealers will begin to install their exhibits, and everything will be ready when the doors are thrown open to the public at 7:30 o'clock next Saturday night. A. E. Steers, President of the Borough of Brooklyn, will make the opening address at 8 o'clock on the opening night.

NEWS OF CHESS PLAYERS

Masters Gathering for Big Tourney at San Sebastian.

The list of entries for the forthcoming international chess congress at San Sebastian, Spain, has caused considerable stir in the chess world in Europe as well as in this country, and it is generally admitted that such a strong entry has not been seen in an international tournament for many years.

In addition to Marshall, the American champion, who left this city Saturday week, there is the Cuban champion, Capablanca, who left here on Wednesday on the Lusitania. Both these men were in excellent trim and the additional rest they will enjoy on board the steamers will only get them in better physical condition.

Jacques Mieses, the manager of the congress, announced that Russia would be represented by the three famous players, Bernstein, Rubinstein and Nimzowitsch; Austria by Schlechter, Duras and Vidmar; Germany by Tarrasch, Spielmann, Leonhardt and Teichmann; France by Janowski and England by Burn.

Oscar Chajes, of Chicago, who is still in this city; Charles Jaffe, Paul Johner and A. F. Kreyenborg, four competitors in the national masters' tourney concluded on Friday week last, intend to play a sweetspot contest, each man to play two games with every other competitor, and they have invited R. T. Black and Magnus Smith to also participate in such a combat. It is intended to play the games at the Manhattan, Rice and Brooklyn chess clubs at the rate of from four to five games a week.

The Eastern District Chess Club, headed by T. P. Russell, of New York University, winner of one of the Rhodes scholarships and of whom the club is naturally proud, scored a signal victory over a fairly representative team of the Brooklyn Chess Club at the rooms of the latter last week, by the close margin of one game, the total being 4½ to 3½.

Members and friends of the New York State Chess Association are informed that the annual tourneys of this organization will be played at the rooms of the Manhattan Chess Club on Washington's Birthday, February 22.

NO FIELD FOR TRACK MEET.

Poston, Feb. 11.—No field was chosen for the next intercollegiate meet, to be held on May 19 and 20, by the New England Intercollegiate Association, which was in session here to-day. A committee was appointed to make recommendations, and when it reaches a decision a report will be made to the athletic managers of the various New England colleges, who will then make up the contest.

What the Trade on the Row Is Talking About.

Probably the first time that a real live elephant has been hauled in an automobile happened recently in Hutchinson, Kan. The "Polly of the Circus" company which was playing in Hutchinson had an elephant, and it was hauled around town in a Chalmers 1911 touring car. The elephant wasn't any Jumbo, of course, but he weighed 1,200 to 1,400 pounds. Planks were put in the tonneau of the car, and his elephantine highness was led into the machine. Besides the big animal three men rode in the car, which was driven by Harry H. Taylor, its owner.

The Warren-Detroit "Wolverine," the transcontinental car which is fighting its way to "Frisco" through the snow, had a difficult time securing passage through Chicago because of the Windy City police regulations. It is decreed that only private cars will have passage on Chicago's boulevards, and when Jack Mohrhardt was bowling merrily down Michigan Boulevard last week, intent upon no harm and simply wishing to get further along toward the Pacific Ocean, a burly traffic officer ordered him to go back where he came from. From the instructions of the uniformed guardian the only way to get to "Frisco" was by way of New Orleans or the Panama Canal. A discussion at the station house where Mohrhardt went to protest revealed that automobiles with any lettering on them were prohibited.

Furthermore, the inscriptions which the Warren "Wolverine" bears tell a story which excites interest and results in a crowd that blocks pavements. In order to get out of the "I Will" town Mohrhardt had to make a wide detour. "It ain't no place for any auto driver where they grow policemen seven feet high," was the comment of the Detroit.

Mr. Toback, of the A. Elliott Ranney Company, announces that A. R. Shattuck, ex-president of the Automobile Club of America, has purchased a Hudson car. Mr. Shattuck has owned almost every automobile built, and states that he will buy a Hudson roadster next month. The Ranney Company states that it is delivering on an average seven cars a day.

The fact that Louis Renault, the famous French designer, has adopted the Sterns type of rear axle construction in his latest models served to call especial attention to the 15-30-horsepower Sterns chassis exhibited at the Chicago Automobile Show. The Sterns axle is a solid one-piece forging, drilled to take the floating drive shafts. It is hand forged from a solid blank of alloy steel and has as much strength as the solid axle on a chain driven model. Another Sterns feature widely commented on was the dry multiple disk clutch. This design, embracing the best features of all multiple disk clutches, with none of their drawbacks, is coming into great vogue.

The convertible torpedo type of car which the Jackson Automobile Company's engineers created this season promises to be one of the standard designs in the seasons to come. With the advent of the closed door car the Jackson builders were in a quandary as to its feasibility, especially in cities where a car is used for hurried calls, with quick exits and entrances. The question whether they would equip their car with fore doors was solved by a questioning of many Jackson owners by postal card. Their vote decided the policy of the company.

On February 13 Frank Kulick, the driver for the Ford Motor Company, leaves the factory for New Orleans, where he will participate in the Mardi Gras races, to be held the week of February 25. Two of the Ford Model T racing cars have been shipped to New Orleans. Kulick will drive one of these racers in the five and ten mile dashes against such men as Strang, De Palma, a his Simplex, and many other well known drivers, in such cars as the Lozier and the National.

SHOW IS NOT ABANDONED

Annual Sportsmen's Exhibition to Have New Features.

To the Editor of The Tribune.
Sir: In a notice published in many of the metropolitan daily newspapers descriptive of the approaching motor boat show at Madison Square Garden, it was misstated that "owing to the abandonment of the sportsmen's show this year, many of the prominent features of the latter exhibition will be shown in the concert hall in connection with the motor boat show."

The sportsmen's show will, as for several years past, be held from March 7 to 13 at Madison Square Garden, under new management and with many new features, led by an initial indoor trap shooting tournament. None of the prominent features of a sportsmen's show will be held in the concert hall.

Chauffeur Must Be Skilful

Much Rests Upon Operator of Automobile to Secure Efficiency.

"When riding behind the powerful engine of the automobile," says William H. Stewart, Jr., "few persons appreciate the harmony of the infinite number of working parts which afford to them the delightful pleasure of annihilating speed and distance. To the casual observer it seems an easy matter to handle the powerful car, but upon the operator rests the added responsibility of mechanical efficiency. The day is past when owners of cars accept any old excuse, such as the muffler being 'short circuited,' when their cars are stalled. The owner of a car quite often knows as much about the car as the driver, and therefore is in a position properly to judge unnecessary delays.

"These delays without doubt are often caused by unreliable ignition. The carburetor system will rarely give trouble, except in cases of foul or dirty gasoline. To overcome a delay from this source one needs only to drain off the carburetor or clean out the pipe line, without necessarily changing the carburetor adjustment. If it should become necessary to remove the needle valve or any other parts, a careful note as to their proper replacement should be made.

"With the modern lubricating system trouble seldom arises. As proper engine

lubrication is a most vital feature of construction, manufacturers have designed this as foolproof as possible, the only caution being to keep the oil tank filled properly and observe the proper flow through the gauges.

"The ignition system, however, is a source of trouble in many ways. Few operators understand it sufficiently to be without a car. When trouble in this mechanism of the automobile occurs it must be traced, and to do so quickly one must have an intimate knowledge of its workings.

"The trouble may arise from a number of sources. Assuming, as an instance, the use of a high tension magneto, one should first test for weak compression, then for foul spark plugs. When all wiring is intact, this is usually the source of trouble. However, should the cylinder compression be found good and the plugs in repair and clean, the next in order is an inspection of the magneto itself.

"Assuming all wires are free from leakage and the primary connections tight, the trouble invariably will be found in the timer or circuit breaker. This may be foul with oil or dirt or the platinum points may be found corroded, preventing a clean making and breaking of the primary circuit. This part cleaned and the points properly adjusted will invariably throw the spot, so to speak."

TO MAKE THREE MODELS

Mitchell-Lewis Company Forms Plans for the Season.

After a careful diagnosis of the conditions prevailing in the automobile industry the Mitchell-Lewis Motor Company, of Racine, Wis., has decided to manufacture three types of cars, Model R, Model T and Model S, during the year 1911. They estimate that almost \$2,000,000 worth of these will about meet the absorbing power of the market.

It would have been easy for the Mitchell-Lewis company to yield to the demands of the enthusiastic men who deal in their output and to have planned a material increase in the 1911 production, amounting to the invariable doubling of the annual product, but the company was satisfied to set a maximum of output well within the total of specifications expressed at the annual gathering of Mitchell agents.

Models R and T are four cylinder, 30 horsepower, with 14 by 6 inch cylinders; Model S is a seven-passenger, six-cylinder 50-horsepower car and sell for \$2,300. Model T sells for \$1,500 and Model R for \$1,300. All three are fully equipped.

NAMING AUTO "CHAMPIONS"

Titles in Three Classes Could Be Awarded, Says Poertner.

Appropos of the difference of opinion among the manufacturers as to who builds the real "champion" automobile, W. C. Poertner, distributor of the National car in New York, suggests that this matter be left to the American Automobile Association, which has records of all the sanctioned speed, hill climbing and endurance contests. Mr. Poertner says the question of naming the season's champions is quite as important as naming the winner for any one particular event, and were this done it would prevent any manufacturers or dealers from claiming championships to which they were not entitled.

At the close of each season the contest committees of the American Automobile Association could award the championship, which might be divided into three classes, namely, speed championship, road championship and endurance championship. The American Automobile Association rule for false advertising is now strictly enforced, and any manufacturer or dealer disobeying this rule is punished.

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ALCO



Alco Three-Ton Trucks

Designed, Manufactured and Guaranteed by

American Locomotive Company

Movers of the World's Goods for Half a Century

CLAIMS.

PROOFS.

AN experience of more than 60 years in building locomotives is behind the American Locomotive Company. These have been the best locomotives produced in the world—the testimony of men who have used them in many lands. To them has been entrusted during a period of more than half a century the hauling of billions of dollars' worth of merchandise on definite time schedules.

THEY have been built with the most painstaking care and research. Thus our engineers have accumulated a mass of expert knowledge which has found its ultimate expression in the ALCO TRUCK.

ALMOST fiber by fiber our experts have analyzed steels, learned their structural values, determined their breaking points and searched out their carrying abilities. This great accumulation of invaluable knowledge is at your service if you buy an Alco Truck. You are not buying an untried thing and furnishing us with experimental knowledge.

LONG before any one saw a motor truck for the handling of freight in quantities we were thinking and planning and experimenting and working toward the building of such a machine to do the work we saw even then would replace the work done by horses.

WE ought to build the best motor trucks, because we know more about adapting the motor to the load to be carried than other truck builders. We do build the best motor trucks. Read the proofs of our claims which the non-stop run furnished us.

AN argument is scarcely necessary to prove that we build the most serviceable motor trucks in the world—just the simple recitation of what our three-ton truck did on its WORLD'S RECORD NON-STOP RUN will suffice.

ON Monday, January 16, at 12:10 P. M. o'clock, Fred Wagner, official starter for the American Automobile Association, which officially sanctioned the test and appointed the observers, started an Alco three-ton truck, carrying a full capacity load of three tons, from Madison avenue and 26th street in New York.

FROM then until the motor was purposely stopped in Philadelphia, January 23, at 12:20 P. M., the motor did not stop running day or night.

THIS truck had been in service about a year and there was no chance to prepare the engine for the test. Five days it ran over smooth New York roads, a moderate test of its ability, but its trip over the Jersey roads to Philadelphia at the end of the five days was made in the worst blizzard of the winter—a supreme test of the motor, which was not stopped even in preparation for the cross-country run.

THE truck was constantly under the observation of the A. A. officials, and the engine ran as sweetly and perfectly after its seven days' labor of carrying 13,120 pounds over 1,009 miles as when it left the garage.

THE A. A. attested its perfect performance by giving it a "clean score." No other truck has ever done this. You can't ask for a more convincing demonstration of a truck's dependability than this.

American Locomotive Company

1886 BROADWAY, NEW YORK.

A. B. C. Martin Automobile Co., Plainfield and Newark.
Langhorne Motor Car Co., Philadelphia.
Clark Withbach, Schenectady.

